

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RAIL ARRA PROJECTS

## Piedmont Improvement Program

VA NC High Speed Rail Compact

January 9, 2012



## Piedmont Improvement Program (PIP)

- Modernized Rail and Highway
- Efficient, Safe and Reliable
- Freight, Intermodal and Passenger
- Planning for the Future



## Implementing Partners

- North Carolina Department of Transportation
- Federal Railroad Administration
- Norfolk Southern Railway
- CSX Transportation
- Amtrak
- North Carolina Railroad Company
- Municipalities





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## Budget

Funding Sources	Total (Millions)
ARRA	\$545
	\$1.5
PRIIA	\$22
North Carolina RR	\$41
Norfolk Southern	\$3.5
City of Charlotte	\$5
Safety	\$16
<b>Total</b>	<b>\$634.5</b>



## Track and Structures

- 38 Projects totaling \$364 million
- 28 miles of double track
- 18 new bridges
- 12 miles of new highway construction
- 4 miles of passing sidings
- 24 at grade crossing closures





## Double Track Projects

- Major funded corridor projects
- New roadway grade separations and crossing closures
- Future 90 mph operation
- Major railroad signal system improvements
- Multiple contracts for design and construction
- Significant expansion of capacity and mobility



## Status of Track Projects

- 25% plans signed
- Public meetings completed on double-track projects
- Capacity modeling continues, additional projects possible
- Bridges: environmental documents and preliminary engineering continuing
- Crossing safety closure (public and private) projects underway
- Close coordination with Norfolk Southern Railway, Division of Highways and North Carolina Railroad Company





## Mainline Grade Separation

- \$129 million
- CSXT's Mainline in Concrete Trench
- Grade Separates Norfolk Southern Mainline Tracks and CATS North Corridor Tracks



- Maintains road and rail access to Archer Daniels Midland mill
- Charlotte Railroad Improvement and Safety Program (CRISP)



## Status of Main Line Grade Separation

- 25% plans under review
- Highly complex project
  - Multiple implementing partners
  - Construction impacts with going concerns 24/7/365
  - Schedule and budget
- Uncertainty



## Status of PIP Agreements

- Grant Obligation Agreement for \$520 of \$546.5 million
  - NCDOT and USDOT
- Definitive Services Outcome Agreement, signed 3/21/11 with amendment/s underway
  - NSR, NCRR, NCDOT, Amtrak, FRA
- 25% plan reviews completed, 65% and 100% upcoming
- Preliminary Engineering Agreement signed 12/21/11
- Master Agreement and Right of Way under development
- Construction and maintenance agreements to follow



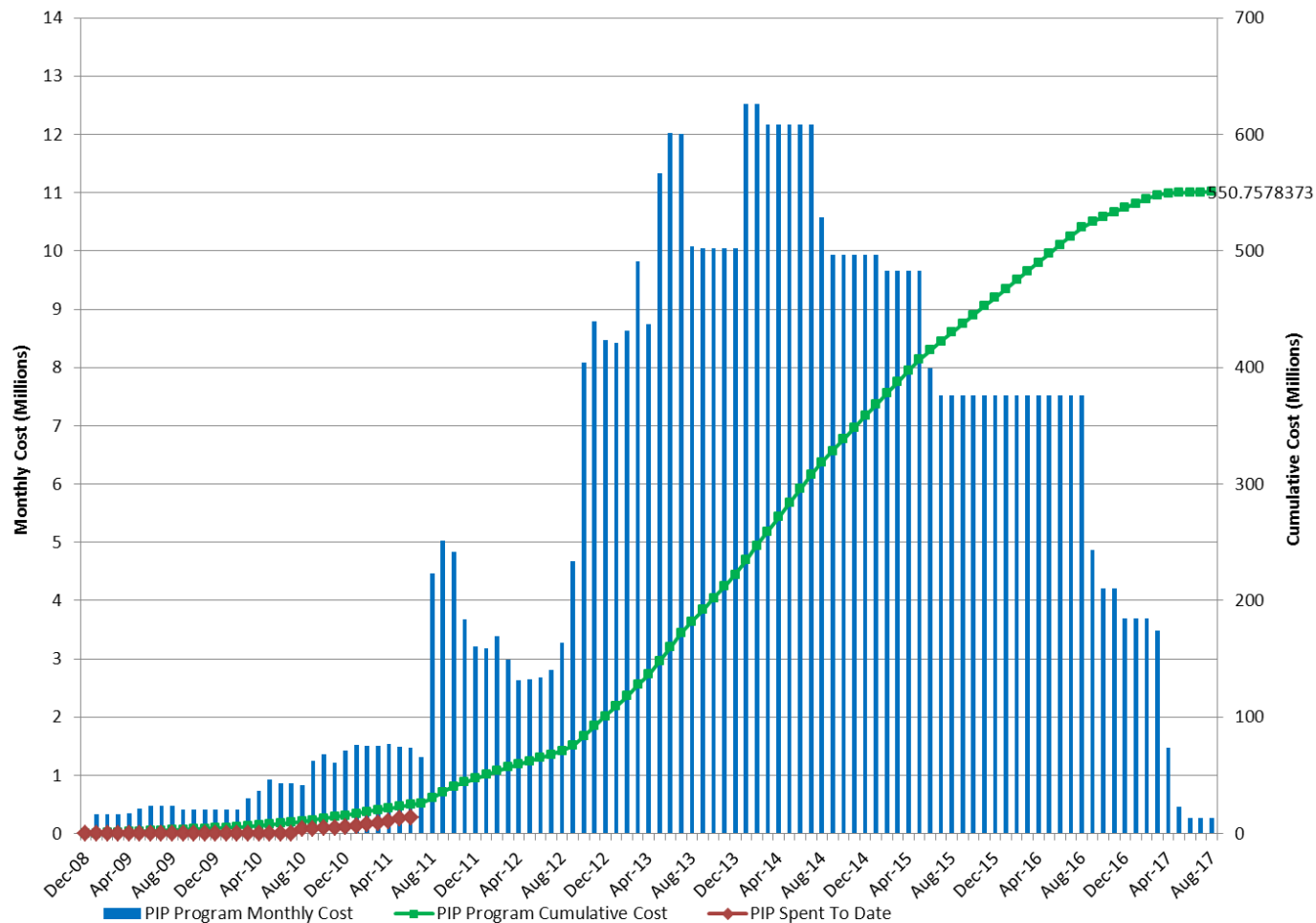


## Equipment and Stations

- Cary Station completed 9/11
- Burlington platform completed 11/11
- 3 locomotive re-builds completed 12/11
- High Point Parking 4/12
- Purchase 3 used and rehabilitate 7 passenger cars 6/12
- Capital Yard Mechanical Facility 2/12
- PIDs and security, 30% design and on-going
- Kannapolis canopy 75% design
- Charlotte Mechanical 25% design

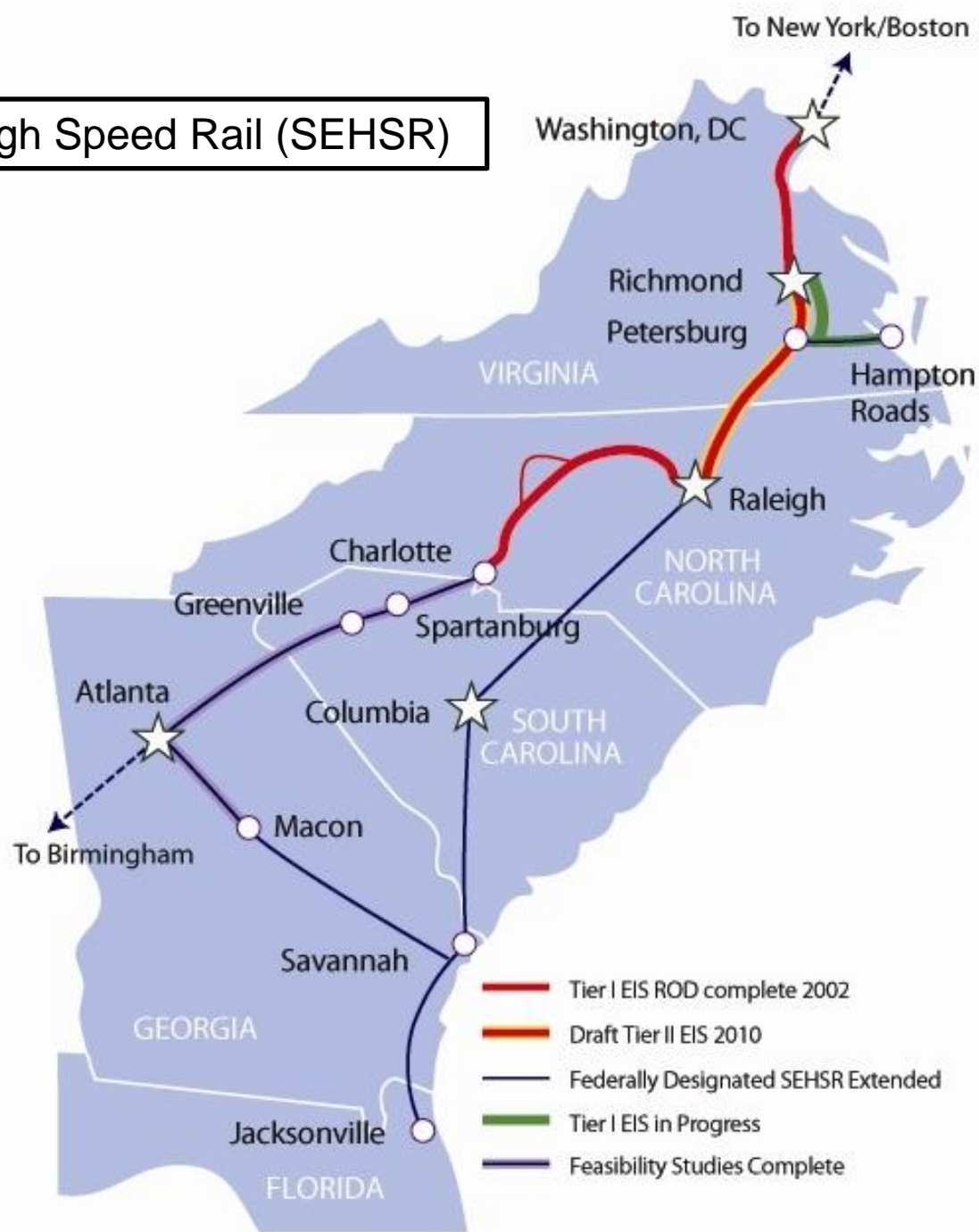


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# Southeast High Speed Rail (SEHSR)



## SEHSR Tier II EIS

- Partnership of NCDOT, VADR&PT and FRA
- 162 miles Raleigh to Richmond
- 79, 90 and 110 mph maximum authorized speeds
- 100% grade separated, approximately 100 new bridges
- Approximately 85 miles of new roadway





## SEHSR Tier II EIS Recommendation Report

- Rail alignment only, once rail is confirmed then roadways
- 25 of 26 sections (each with 3 alternatives for both rail and road) are resolved, and tentative decision is made on #26
- Unforeseen historic issue being cleared with VA SHPO
- Recommendation report is due February pending resolution of historic issue
- Commonwealth Transportation and NC Board of Transportation approval, then to FRA



## SEHSR Tier II EIS Recommendation Report

- On-going discussions with stakeholders to refine rail and roadway alignments
- Train performance calculation and revenue ridership estimates being updated
- Final EIS under development, 12/12 completion, then more public meetings
- Record of Decision fall 2013





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[bytrain.org](http://bytrain.org)



## NC Passenger Rail Funding Challenges

- Rail is an anomaly— “flat” in state budget since 1999
  - Decreasing NC General Fund revenues
  - Steady or modest growth in Highway Fund
- Rail construction program funded through 2017
- New infrastructure requires maintenance support
- State operations costs steady to moderate growth (S209)
- Ridership and revenue growth trends are positive
- Result is flat to moderate near term growth in budget needs



## NC Funding Challenges

- Growing population and constraints lead to more rail opportunities—passenger, freight and intermodal
- More communities want rail service, and will include in their development plans and consider value capture investment
- Rail investment has inherent advantages vs competing modes
- Rail investment can leverage additional public and private funds
- Capitalize on current opportunities and develop transportation policy to include rail as an integral component



## NC Funding Recommendations

- No near-term federal funding
- Secure planning for the future— “shovel-ready” will continue as a premium
- Continue to manage existing program and budgets closely
- Participate in the evolving national transportation policy debate

